

COMPARE EXPENSE OF RAIL AND TRUCK

The following article on "Trucks vs. Railroads" was written by W. J. L. Buchanan, general traffic manager of the Olds Elevator company, and appeared in a recent issue of "The Truck," the house organ of the Service Truck company.

"Users of motor trucks should consider to what extent they can be operated in competition with short haul freight movement. The principles involved are: First, service; second, cost."

"There seems to be no question at the present time that the carrying of less than carload shipments to short haul points by the rail carriers is not only expensive to the shippers, but it is also unprofitable to the carriers. Until recently it seemed to be almost necessary for the movement of their less than carload shipments to nearby points, regardless of expense and delay, as there did not seem to be any organized effort made by the motor truck operators to take care of this class of freight."

Truck Transportation is Safer.
"It is extremely difficult for the carriers to figure out of transportation of packages freight hauled short distances and particularly to such points at which they do not have a through car movement. The expense of transporting the less than carload shipments one or more times when moving within 50 miles of the receiving station, and the additional expense caused by delay of the equipment has been recognized by the government, with the result that the United States railroad administration during the war ruled that freight destined within a certain radius would not be handled by the rail carriers. It was necessary, therefore, for the shippers to find other means of transporting this class of freight. Motor truck transportation, while still in its infancy at the present time, pointed a way to the shippers whereby their less than carload shipments could be handled not only more promptly, but at a considerable saving both to the shipper and to the receiver of freight."

"While it is true that it is almost impossible for the carriers to figure the exact cost of handling short haul freight, it is equally as difficult for the shippers to ascertain the cost of transporting similar freight. The question of cost brings me to the first part of my subject, and in order to make it clear as to what I mean by cost and what these costs cover,

I am going to refer to them as transportation costs. Transportation costs do not necessarily mean less than carload freight rates and motor truck rates, although both rates are a part of the transportation costs."

Differences in Minor Charges.
"What I understand to be a true transportation cost is all expense involved in making a shipment, starting with the boxing or packing expense, together with handling expenses in the shipping department, the loading of freight on trucks for delivery to the freight house, teaming charges from the shipping department to the local freight house, and additional labor incidental thereto."

"To this must be added the less than carload freight rate and additional charges for carriage at the delivery point, with such other expenses that may be caused by requests for tracing, duplication of shipments lost or damaged in transit, entering of claims, checking of freight bills, delay to shipments in transit, and the expense of carrying additional stock to take care of freight in transit when moving via rail carriers."

"All of these costs are properly transportation costs, and are part of the shipping expenses which are paid either by the shipper or receiver. If you will make an analysis of the charges covering your shipments it will be of interest to you to know the amount it costs to make less than carload shipments, and you will compare these costs against the same shipments moving via motor truck. You should be in position to eliminate the number of the cost items, by reason of the fact that it is not necessary to go to the same expense for packing or boxing freight shipments when moving via motor truck, inasmuch as there is usually no transfer in transit."

"For the information of truck users I have compiled some figures showing the cost of freight movement, compared with the same movement via motor truck. These figures are worked out on an average basis."

"In practically every instance it is necessary to prepare material for freight shipment in an entirely different way than if it is moved via motor truck direct from the shipper to the receiver. It is necessary to go to considerable additional expense for boxing or crating, or to protect by other means, in order to prevent

AUTO-GRAPHS

HARVEY WILCOX brands himself as the general utility man and pinch hitter for the Lone Star Motor company. He was born in El Paso and says he has not lived here all his life. He expects to stay here for the rest of his life. He is a single man, but still has hopes. Mr. Wilcox devotes a great deal of his time to exploring the G. M. and P. W. D. trucks for the Lone Star company. He served his country in France as a member of the motor transport corps and learned considerable about trucks in that branch of the service.

less or damage in transit. This additional packing expense is necessary on account of the number of shipments lost or damaged in transit, entering of claims, checking of freight bills, delay to shipments in transit, and the expense of carrying additional stock to take care of freight in transit when moving via rail carriers."

Comparison of Hauling Costs.
"We have included in the freight cost the first class rate plus 30 cents per 100 pounds teaming charges at shipping and receiving point. To these costs must be added 17 percent for the cost of carrying the increased weight caused by heavy boxing, and 34 cents per 100 pounds for the cost of boxing. The rate via motor truck covers delivery from the shipper's warehouse to the receiver's warehouse, and believe it to be a fair one to use in comparison with the freight cost movement."

"The rates that I worked out are based on Newark. I understand that in the freight cost item are included the various items that I have referred to, such as additional crating, additional labor, and so on."

Expert Figures 100.
"I find on shipments moving from Newark to Tonkers that if we combined all the costs, that is additional costs, to make a less than carload shipment, that the rate averages 41 per hundred. If you take the same movement by motor truck with decreased labor, you will find that the rate averages 1.24. Between Newark and Tonkers there is a difference of \$39 per 100 pounds, in favor of the motor truck."

The following table gives cost differences for varying distances:

Road Freight Truck	Miles	Cost	Cost
New York City	112	\$1.85	\$1.15
Pasadena, N. J.	100	1.85	1.15
Paterson, N. J.	100	1.85	1.15
Trenton, N. J.	100	1.85	1.15
Philadelphia, Pa.	100	1.85	1.15
Hillsgrove, Conn.	100	1.85	1.15
New Haven, Conn.	100	1.85	1.15
Providence, R. I.	100	1.85	1.15
Boston, Mass.	100	1.85	1.15
Asbury Park, N. J.	100	1.85	1.15

"I have quite a number of other figures, but those explain themselves, and they average about the same all the way through. One of the greatest savings made possible by motor truck transportation is that of lumber and other material used for packing, together with additional labor and other charges incidental thereto. The amount of this saving, however, will be controlled largely by the material to be boxed or packed, and how much less protection can be used when moving via motor truck as against a less than carload shipment via rail carrier."

Other Things to Be Considered.
"While some will save more and others less, depending upon product to be shipped and conditions, the great possibilities of saving warrant careful study of the problem."

"Have you taken into consideration the amount of material you have in transit which is not producing any revenue, either to the shipper or receiver, while it is in the hands of the carrier?"

"Have you considered the amount of space you use in your shipping department in order to prepare your shipments to move via freight?"

"Have you considered how much less space you need in your shipping department if you can materially reduce the amount of boxing and packing used on your shipments?"

"Have you considered the amount of lumber it is necessary for you to carry for boxing, the space necessary to store it, and the amount of freight charges you pay on wet lumber, if it is stacked in the open as is usually the case. Boxing lumber will frequently carry from 15 percent to 25 percent of its weight in moisture, unless it is passed through a dry kiln before being used for boxing purposes."

"Could you not use any space which can be saved by changing your shipping methods for manufacturing purposes?"

"Have you considered the amount of material and money your company has tied up, by reason of the fact that you are unable to state definitely how long it will take to deliver by freight between your factories and your customers?"

"If a freight movement takes 30 days as against one day via motor truck, would it not be to the advantage of your company to use the dif-

The Herald's Auto Quiz

This Week's Questions:

1. How can the secondary winding of an induction coil be tested for broken wires?
2. What is the best way to turn a car in a narrow space or street?
3. Why must an automobile gasoline engine be cranked before it will produce driving power?
4. What should be done when two wires are joined, or when a wire is permanently attached to a terminal, to insure low resistance to the electric current?
5. How should the commutator of a electric motor or generator be treated to produce best operating results from the motor and producing results from the generator?
6. Of what material are spark plug electrodes made? Why cannot they be made of any metal?
7. What is the best way to test and adjust a carburetor for high speed work?
8. In reference to the gasoline automobile which is the correct name to apply to the power plant, motor or engine?
9. What is meant by cylinder lap in engine operation?
10. What tire preservative, if used correctly, will also beautify the tires?

Answers to Last Week's Questions:
1. A good black mixture to apply to a radiator is composed of an ounce of turpentine, three ounces of boiled linseed oil and four ounces of lamp black. This down with turpentine if necessary. To apply satisfactorily use a spraying device or dip the radiator in the mixture.
2. Separate the wires from their proper connection at the plugs more than a quarter to three-eighths of an inch. Any further distance may strain or break down the ignition coil.
3. To test a carburetor to find out if it requires adjustment, run the car a distance of this grade of the throttle wide open, and if the engine instead of quickly picking up speed, chokes, misfires, backfires or stalls, the carburetor is in need of adjustment. Turning up the engine while the car is in motion on the road is the surest way to discover wrong carburetor mixtures.
4. A coil with an internal connection short-circuited may cause an engine to operate smoothly on high speeds, but miss fire on low speed.
5. Back firing and back kick are terms of entirely different meanings. Back firing in a motor is caused by a too lean carburetor mixture, which burns so slowly that the compression in time, 20 days, for manufacturing.

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fusion of charge is not fully completed when the inlet valve opens to admit a fresh charge to the cylinders, the new charge on entering the cylinder is ignited in the intake pipe or manifold and forced back to the carburetor. A back kick applies to the action of the engine when it revolves in the opposite direction, due to the spark being advanced too far while the engine is cranked.

1. Water in the cooling system will become heated and boil more quickly in high altitude because of the lower atmospheric pressure to be overcome in boiling. At about a mile above sea level water boils at 14 degrees less heat than at sea level.
2. Two different horsepower ratings are given to an engine when the rating it assumes when tried with the formula of 1900 revolutions per minute, standard of the Society of Automotive Engineers, and the other rating given at actual block test to ascertain overloads the engine will stand for given periods.

3. Besides the actual operation of a car, the driver should acquire a knowledge of the time required for various parts to function properly and without strain to the mechanism. For instance, he should learn the shortest distance in which the car can be stopped with the emergency and foot brakes on both wet and dry pavements, or, in case the brakes fail, how best to stop the car by manipulation of clutch, ignition switch and transmission. In turning, learn the broadest turn the car will make, the shortest turn, and how the car turns and handles without skidding in mud or wet streets. This may not only avert accidents, but will also lengthen the life of tires. Know the speed of the car. How low it will throttle down, and on the lowest speed in high gear, how you can accelerate the speed without laboring the engine. Find the fastest and slowest rates of speed at which the gears may be changed without grating. Lastly, listen to engine noises and learn them so that any new or unusual sounds may be detected. A loose part within the engine if found in time may save a large repair bill.
4. A seized piston means a piston that has expanded from excessive heat generated by friction against the cylinder wall due to lack of lubricant, and has stuck or wedged firmly within the cylinder. The remedy is to open compression cocks and remove sparkplugs, and if under impulse of the starter and hand crank the piston will not move, to pour kerosene into the cylinder to dissolve the gummed oil between the piston and cylinder. When the piston is free drain out the kerosene, and oil in the crank case, apply fresh oil. If seizing has caused damage to bearings, rings or wrist pin the trouble will soon be known by knocking of the scores burned or worn parts.—(Copyright, 1920, Thompson Feature Service.)

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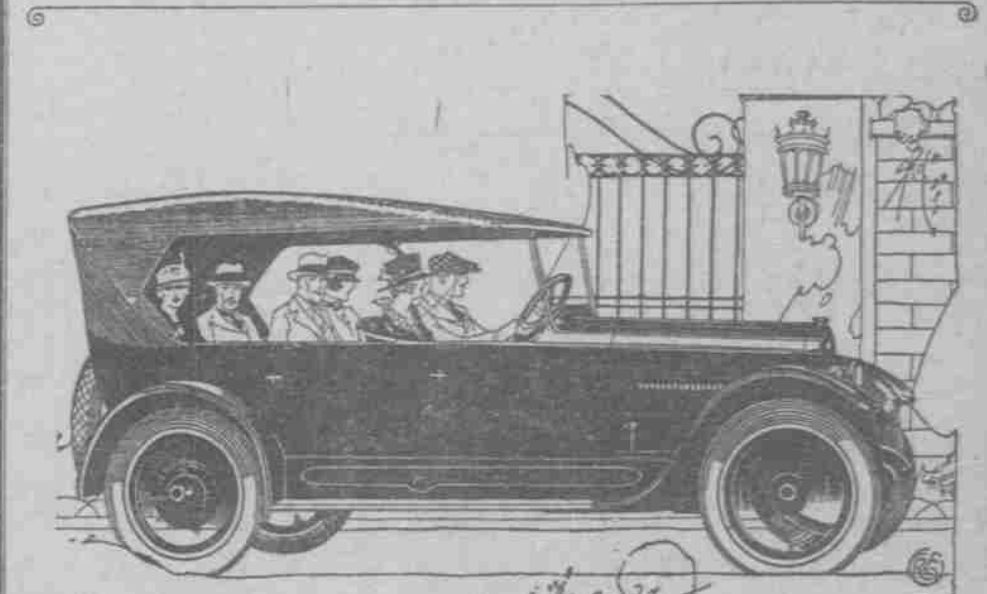
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